

CENTRAL INTELLIGENCE AGENCY
WASHINGTON, D.C. 20505

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[Redacted]

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MEMORANDUM FOR: Director, National Reconnaissance Office

SUBJECT: FY 1967 OXCART Program Forecast

REFERENCE: [Redacted] - FY 68-73 NRO Program Call

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1. Paragraph one under OXCART in [Redacted] requested recommendations for revising FY 67 program approvals. In addressing this subject, each specific line item in the attachment hereto reflects the NRO approved program and the forecast revised program as of 30 June 67. The format follows the monthly Status of Funds line item entries. Items of major significance are footnoted and explained.

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2. The forecast LAC increased overhead for the eight U-2R's funded in FY 67 [Redacted]. This amount added to the cost of the long lead funding indicates a need for a transfer of [Redacted] from the OXCART Program to the [Redacted] Program. Request you authorize the reprogramming of this sum from the OXCART to the [Redacted] Program.

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3. Upon transfer of the above listed amounts, there will be a forecast true surplus of [Redacted] in the OXCART Program as of 30 June 67.

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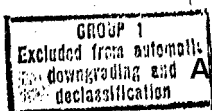
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CARL E. DUCKETT
Director
CIA Reconnaissance Programs

Attachment -
As Stated Above

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BPD/COMPT/OSA [REDACTED] (26 Apr 67)

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1/ Airframes - [] - Lockheed - Significant savings are forecast in several categories. Category I has been decreased due to revision of base support requirements and the closing out of one of the tool cribs. Category Two is consistent with the original program approval. Category Three is currently forecast at [] but it is highly probable there will be a significant reduction in this estimate at the end of the fiscal year. The estimate is not firm due to uncertainty at this time regarding spares and AGE commitments. Category Four has been reduced due to the non-flying of Aircraft 122. Category Five has been reduced due to cancellation of all modifications that were not safety of flight items. Category Six has increased slightly; and is a reflection of the increased supervisors and crews that have been assigned to each aircraft since the last accident. Category Seven has decreased only slightly since we now have to repair items for storage with the five aircraft. The decrease in Category Eight reflects a reduction of the people on sub-contract. Category Nine requires a slight increase for crating, miscellaneous services, etc., and there is no requirement for Category Ten. The present forecast savings is [] plus whatever is garnered from Category Three, Spares and AGE.

2/ The P&W cumulative spares contract does not include the KEDLOCK or TAGBOARD FY 67 costs. It assumes that as of the end of FY 66 the OXCART funding was the swing account. The cumulative required OXCART funding including all spares now on order to be delivered in FY 68 [] As of the end of FY 66 there had been cumulative funding of [] In FY 67 the "O" obligation was [] and the present obligated total of OXCART is [] Subtracting the present obligation from the forecast full funding costs for FY 67 amounts to a requirement of [] OXCART money. It is further forecast that [] will be required to satisfy FY 66 and FY 67 increased overhead at the P&W plants and, assuming that OXCART will absorb this complete amount, indicates that the funds required to satisfy this account is now [] This, subtracted from the present available funds of [] leaves a deficit of [] in the OXCART requirement for FY 67. Special note must be made that there was [] obligated for KEDLOCK in early FY 67 and recently an additional obligation of [] this totals [] KEDLOCK money. Therefore, the total full funding obligation for PS-1009 contract as of the end of FY 67 including the [] overhead adjustment will be []

3/ The Spares requirement in Fiscal 67 has been reduced significantly below what was forecast originally. The original forecast included replacement for major assemblies and sub-assemblies which would have been worn out sometime in FY 69. These were expensive long lead items, the procurement of which was cancelled when the decision was made to phase out the "O" Program.

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ATTACHMENT A

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4/ These three contracts were only funded for one third of the year. We were able to acquire the required services for the last two thirds for a reduced amount, hence the [] shortage.

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6/ The Perkin Elmer Type I camera costs were considerably reduced due to shelving of Systems A and B.

7/ It was necessary to purchase two test carts for the [] testing and operational phase. This is reflected in the additional costs in the spares and mod kits line item. Upon termination of the OXCART Program, these test carts will be given to the U-2 Program.

8/ The System 21 did not complete the development phase in time to be installed in the OXCART, hence, the [] savings.

10/ There has been no construction of major items at [] this Fiscal Year and we were able to lower our O&M costs significantly due to a lowered population and expending labor only on those areas actually required for immediate repair.

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